Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 120 **Const Calendar Day:** 660 **Date:** 30-Jun-2011 Thursday
Inspector Name: Wright, Doug **Title:** Transportation Engineer
Inspection Type: Continuous
Shift Hours: 08:00 AM 06:30 PM **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Soheilifard, Saman **Approved Date:** 23-Jul-11 **Status:** Approved

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature	7 AM	12 PM	4PM
Precipitation		Condition	

Working Day ☑ If no, explain:

Diary: Dispute ☐

Tower Activities

Electroslag welding (ESW):
The 11th ESW weld was done today. It was on the butt joint that connects shear plate cE to the East shaft. The following is a list of activities for this operation:
- 2 new barrels of weld wire were brought to the site and connected.
- Near the 9m diaphragm, 2 bolt holes were only about 12mm from the edge of the weld joint. To ensure that the weld does not burn through, they drive drift pins into the holes, and then ground them flush so as to not interfere with the cooling shoes. - See attached photo.
- The weld joint was cleaned by wire wheeling.
- At 10:00, the consumable guide was installed.
- From 10:00 until 12:00, the insulators, volt pick-ups, and cooling shoes were installed.
- From 12:30 until 13:00, QC & production went through their pre-weld checklists.
- At 14:24, the weld was started.
- It took about 2 minutes, 10 seconds for the weld parameters to stabilize.
- At 16:52, the weld was low on flux and was running a little loud for about 1 minute.
- At 18:19, the weld was low on flux and was running a little loud for about 1.5 minutes.
- At 18:43, the weld was ended in the run-off tab. - Note: they stopped this weld a little shorter (only about 60mm into the run-off tab) than previous welds. - See note below.

Note: On the inner half of the weld joint, a full 300mm long shoe would not fit, so they used a half-sized shoe on this side. Cooling hoses were not attached to this shoe. The full-sized shoe just below this one (with cooling hoses attached) extended just above the end of the shear plate and about 10mm into the run-off tab. I inspected the half-sized shoe after it was removed, and I did not notice any evidence of the copper shoe being melted.

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9m external diaphragm welding:
- There was no welding today because the welders were pulled to work on OBG.

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I attended the bi-weekly safety meeting from 08:00 until 08:40.
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04-0120F4 **Bid Item: 053** **T-L01-SPD.053** **Tower Lift 01 Shear Plates and Diaphrams**
AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	AMERICAN BRIDGE/FLUOR, A JV							

Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name:** Wright, Doug **Diary #:** 120 **Date:** 30-Jun-2011 Thursday

Ironworker	APP	JEFFERY STONE	8.00	2.00	3.00	13.00	☐
Ironworker	APP	Alex Blanco	8.00	2.00	3.00	13.00	☐
Ironworker	APP	DEVAN MURPHY	8.00	2.00	3.00	13.00	☐
Ironworker	APP	JEREMY DOLMAN	8.00	2.00	3.00	13.00	☐
Ironworker	APP	JEFFERY SOUZA	8.00	2.00	3.00	13.00	☐
Ironworker	FOR	RORY HOGAN	8.00	2.00	3.00	13.00	☐
Ironworker	JNM	RICHARD GARCIA	8.00	2.00	3.00	13.00	☐

Attachment

Bolt holes next to weld joint filled with drift pins

Close-up view of drift pin in bolt hole next to the weld joint